

BookletChart™



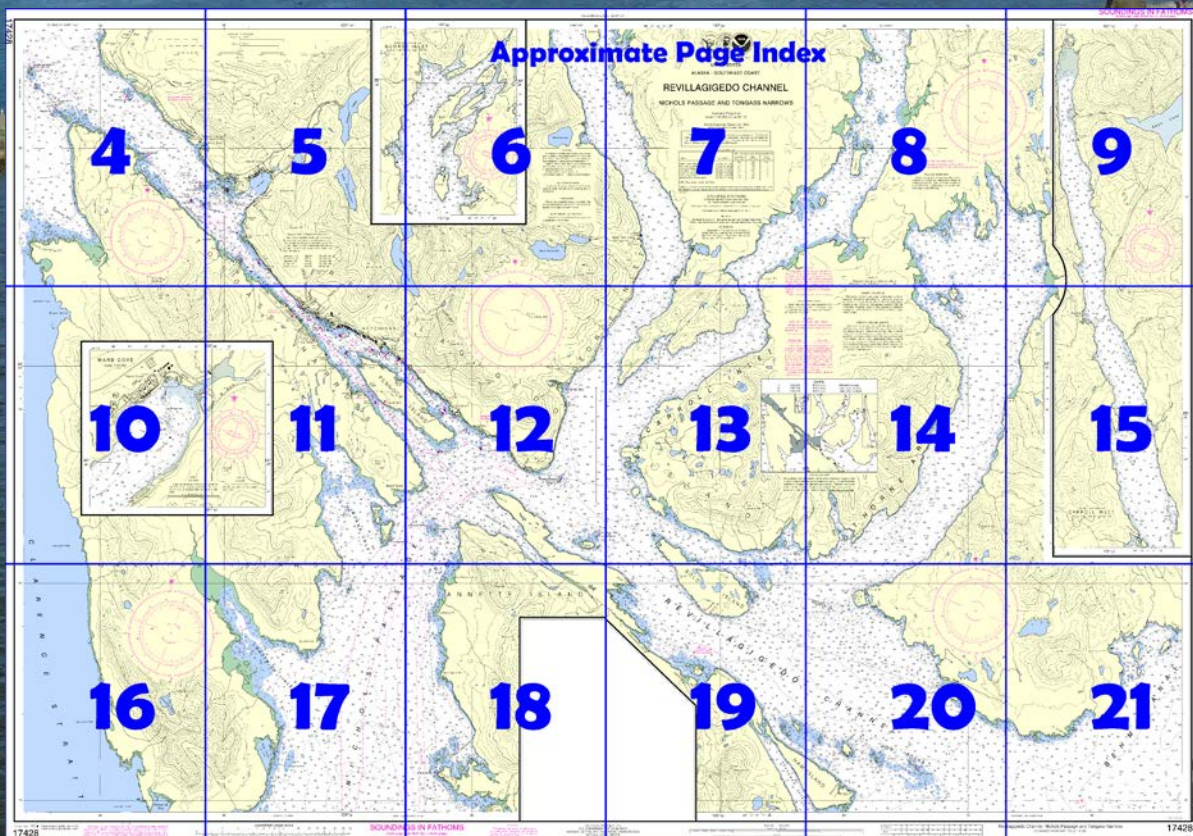
Revillagigedo Channel – Nichols Passage and Tongass Narrows **NOAA Chart 17428**

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17428>.



(Selected Excerpts from Coast Pilot)

Lucky Cove (55°12.7'N., 131°15.9'W.) is a small indentation in the SW shore of Revillagigedo Island midway between Point Alava and Cone Island.

Hog Rocks, the easternmost of a chain of islands, rocks, and reefs that extend SE about 4 miles from the shore of Annette Island, are two principal groups of rocks about 1 mile apart, showing about 6 feet at high water. **Hog Rocks Light**

(55°10'41"N., 131°16'59"W.), 23 feet

above the water, is shown from a truncated concrete pyramid with a red and white diamond-shaped daymark on the SE rock of the group. A ledge with 7½ feet near its end extends 0.3 mile SE from the light. Good

water is between the two groups of rocks, and between the inner group and **Walker Island**. By avoiding the rocks shown on the chart, small craft can pass between Walker Island and **Lewis Island**, or between Lewis Island and Ham Island.

Ham Island, 2 miles W of Hog Rocks Light, is low and densely wooded. A deep channel is along the entire NE side of the island at an average distance from shore of 225 yards.

Cascade Inlet is a deep and narrow body of water between Ham and Annette Islands. A narrow, crooked boat passage connects the inlet at its head with Revillagigedo Channel; small craft can find fair anchorage in midchannel in the broadest part of this passage close to the W end of Ham Island.

Hassler Harbor, a bight on the N side of Annette Island, S of Bold Island, affords excellent shelter with good holding ground for small craft in SE gales. A small grass-topped rock, 10 feet high, is 0.2 mile W of **Pow Island**, which is in the bight. An **explosives anchorage** is in Hassler Harbor. (See **110.232**, chapter 2, for limits and regulations.)

Bold Island, about 5.5 miles NW of Hog Rocks Light, is in midchannel off the NE shore of Annette Island, between **Reef Point** and **Harbor Point**. The S shore of Bold Island is steep-to and has no off-lying rocks. Shelter for small craft may be found in the cove on the NE side of the island.

Small boats sometimes moor to the dolphin near the head of this cove.

Angle Point Light (55°14'19"N., 131°25'37"W.), 24 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the SW side of Bold Island.

The passage N of Bold Island is seldom used by large vessels. **Mastic Rock**, marked by a daybeacon, bares 2 feet and is near the E end of this passage.

The passage N of Round Island is much used by local fishermen. Numerous shoals are in this area, and passage should not be attempted without local knowledge.

Round Island, about 150 feet high and wooded, is about 0.5 mile NE of the E end of Bold Island, with two wooded islets between.

Thorne Arm has its entrance E of Bold Island and W of Cone Island. Its general direction is NNE, curving gradually to N. The arm is free from outlying dangers. **Cone Island**, dome-shaped and wooded, is off **Cone Point**. **Washington Monument Rock**, 0.5 mile SW of Cone Island, is covered 2 fathoms and surrounded by much deeper water. A number of small wooded islands are off the W shore of Thorne Arm near the head. At the head of Thorne Arm in the cove E of **Mop Point** is a somewhat constricted anchorage in 18 to 20 fathoms, hard bottom. Anchorage can also be selected in the bight on the W side at the head between **Snipe Island** and Mop Point in 25 to 30 fathoms, soft bottom. Small craft may find shelter in the small cove NW of Snipe Island, between it and the adjoining small island. A midchannel course leads safely through the arm and to the anchorages. Private mooring buoys are 2.2 and 2.5 miles NE of Snipe Island.

Moth Bay is a narrow indentation on the W side of Thorne Arm just inside the entrance. In the middle of the entrance to the bay is a small wooded islet and about 325 yards NW from its northernmost extremity is a smaller islet with a rock about 50 yards to the SSW. The preferred channel leads E of the islets. Vessels up to 100 feet long can anchor in 20 to 24 fathoms, rocky bottom, about 0.4 mile above the smaller islet. Swinging room is limited, and in SE weather vessels subject to yawing will find this anchorage uncomfortable. Small craft can find anchorage near the head of the bay in 12 fathoms, soft bottom.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

NOTE
Busy "AGS" is maintained
from Jun 25 to Sep 10.

NOTE B
CAUTION
Log booms are not permanently
placed. Locations of log storage
areas vary.

Mercator Projection
Scale 1:40,000 at Lat 55° 19'

North American Datum of 1983
(World Geodetic System 1984)

POLLUTION REPORTS
Report all spills of oil and hazardous sub-
stances to the National Response Center via
1-800-424-8802 (toll free), or to the nearest U.S.
Coast Guard facility if telephone communication
is impossible (33 CFR 153).

NOTE C
CAUTION
A general shoaling trend of 6 to 12 feet is
evident due to logging operations. Extreme
caution should be used while navigating in this
area.

For Symbols and Abbreviations see Chart No. 1

NOTE A
Navigation regulations are published in
Chapter 2, U.S. Coast Pilot 8. Additions or
revisions to Chapter 2 are published in the
Notice to Mariners. Information concerning
the regulations may be obtained at the Office
of the Commander, 17th Coast Guard District
in Juneau, Alaska, or at the Office of the District
Engineer, Corps of Engineers in Anchorage,
Alaska.
Refer to charted regulation section numbers.

AUTHORITIES
Hydrography and topography by the National
Ocean Service, Coast Survey, with additional
data from the Corps of Engineers, Geological
Survey, and U.S. Coast Guard.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed
below provide continuous weather broadcasts.
The reception range is typically 20 to 40
nautical miles from the antenna site, but can be
as much as 100 nautical miles for stations at
high elevations.


Sukkwai I, AK	KZZ-89	162.425 MHz
Zarembo I, AK	KZZ-91	162.450 MHz
Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

RADAR REFLECTORS
Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.

VEGETATION
The land is generally heavily wooded. The
woods decrease in density with the elevation
leaving the higher elevations bare.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine
cables and submarine pipeline and cable areas
are shown as:

Additional uncharted submarine pipelines and
submarine cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine cables are required to be buried, and
those that were originally buried may have
become exposed. Mariners should use extreme
caution when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, dragging, or trawling.
Covered wells may be marked by lighted or
unlighted buoys.

WARNING
The prudent mariner will not rely solely on
any single aid to navigation, particularly on
floating aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

CAUTION
Limitations on the use of radio signals as
aids to marine navigation can be found in the
U.S. Coast Guard Light Lists and National
Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial
broadcasting stations are subject to error and
should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◌ (Approximate location)

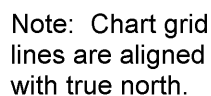
HORIZONTAL DATUM
The horizontal reference datum of this chart is North
American Datum of 1983 (NAD 83), which for charting
purposes is considered equivalent to the World Geodetic
System of 1984 (WGS 84). Geographic positions referred
to the North American Datum of 1927 must be corrected an
average of 1.254" southward and 6.061" westward to agree
with this chart.

HEIGHTS
Elevations of rocks and lights are in feet and refer to Mean High Water.
Contour and summit elevation values are in feet and refer to Mean Sea Level.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic
survey information that has been evaluated for charting. Surveys have been
banded in this diagram by date and type of survey. Channels maintained
by the U.S. Army Corps of Engineers are periodically resurveyed and are
not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

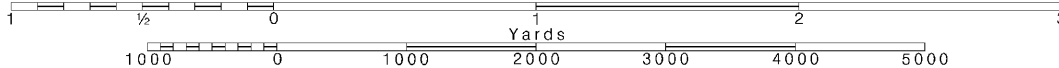
COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Vallienar Point, Clarence Strait	(55°26'N/131°11'W)	feet	feet	feet
Ward Cove, Tongass Narrows	(55°24'N/131°44'W)	15.3	14.4	1.5
Ketchikan, Tongass Narrows	(55°20'N/131°38'W)	15.7	14.8	1.5
Coon Island, George Inlet	(55°20'N/131°38'W)	15.4	14.5	1.6
Gnat Cove, Carroll Inlet	(55°23'N/131°20'W)	15.3	14.4	1.5
Alva Bay, Behm Canal	(55°14'N/131°08'W)	15.4	14.5	1.5
Hassler Harbor, Annette Island	(55°14'N/131°08'W)	15.2	14.3	1.5
	(55°13'N/131°26'W)	15.5	14.6	1.5
NOTE: Chart was last revised: 8/89, 11/02				
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Mar 2007)				

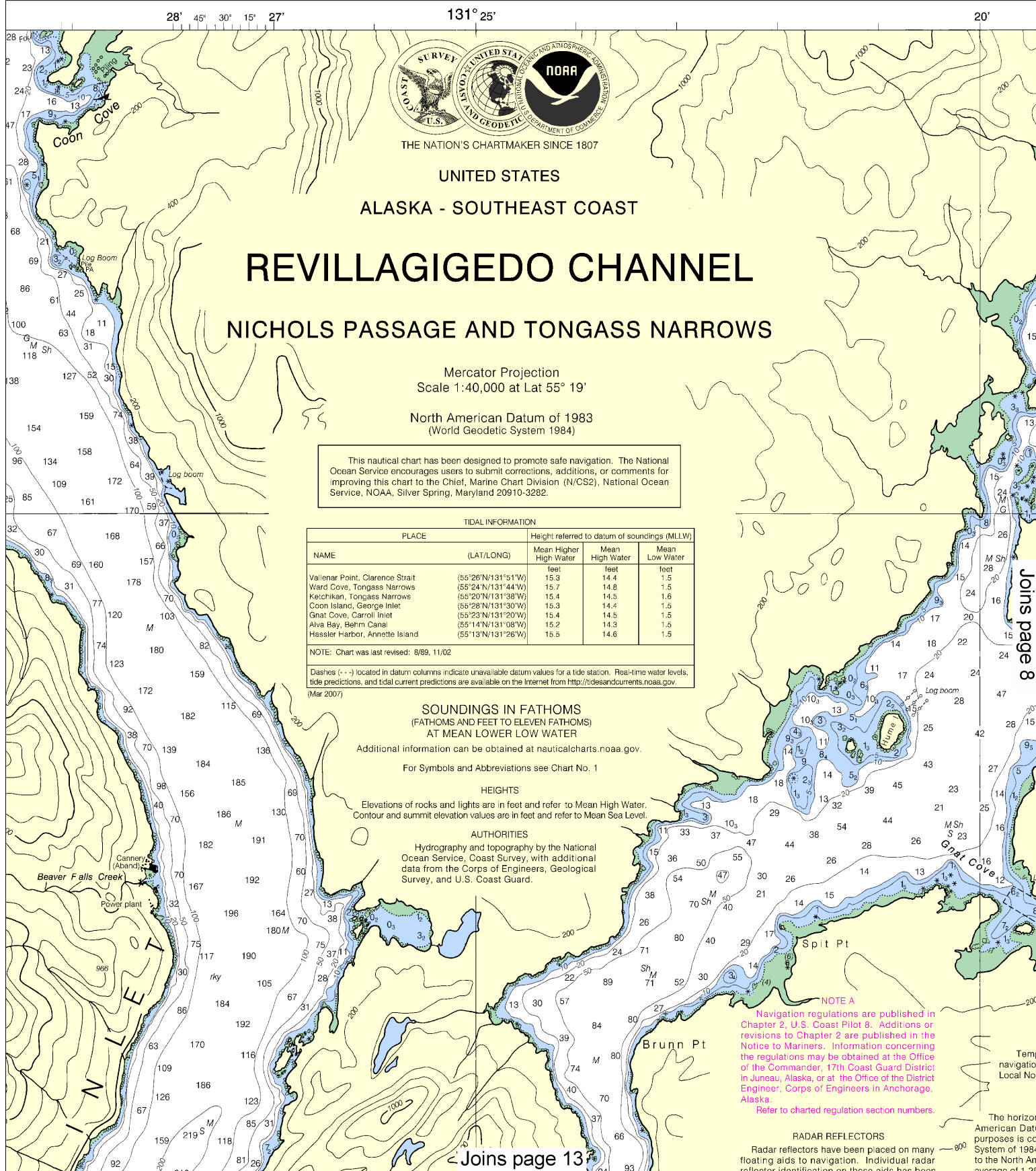


~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.







131° 25'

20'

JOINS INSET



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

GIGEDO CHANNEL

KAGAI AND TONGASS NARROWS

Mercator Projection
Scale 1:40,000 at Lat 55° 19'

North American Datum of 1983
(World Geodetic System 1984)

This chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean High Water	Mean Low Water	Mean Low Water
	feet	feet	feet
(55°26'N/131°51'W)	15.3	14.4	1.5
(55°24'N/131°44'W)	15.7	14.8	1.5
(55°20'N/131°38'W)	15.4	14.5	1.6
(55°28'N/131°30'W)	15.3	14.4	1.5
(55°23'N/131°20'W)	15.4	14.5	1.5
(55°14'N/131°08'W)	15.2	14.3	1.5
(55°13'N/131°26'W)	15.5	14.6	1.5

19, 11/02

asterisks indicate unavailable datum values for a tide station. Real-time water levels, predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For information on how to obtain additional soundings, see <http://tidesandcurrents.noaa.gov>.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights of rocks and lights are in feet and refer to Mean High Water. Summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on floating aids to navigation. Refer to the reflector identification on

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.254" southward and 6.061" westward to agree

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea
The entire area of this chart falls seaward of the COLREGS

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center 1-800-424-8802 (toll free), or to the nearest Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 14

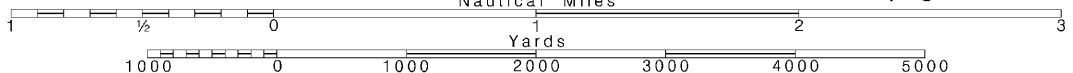
Printed at reduced scale.

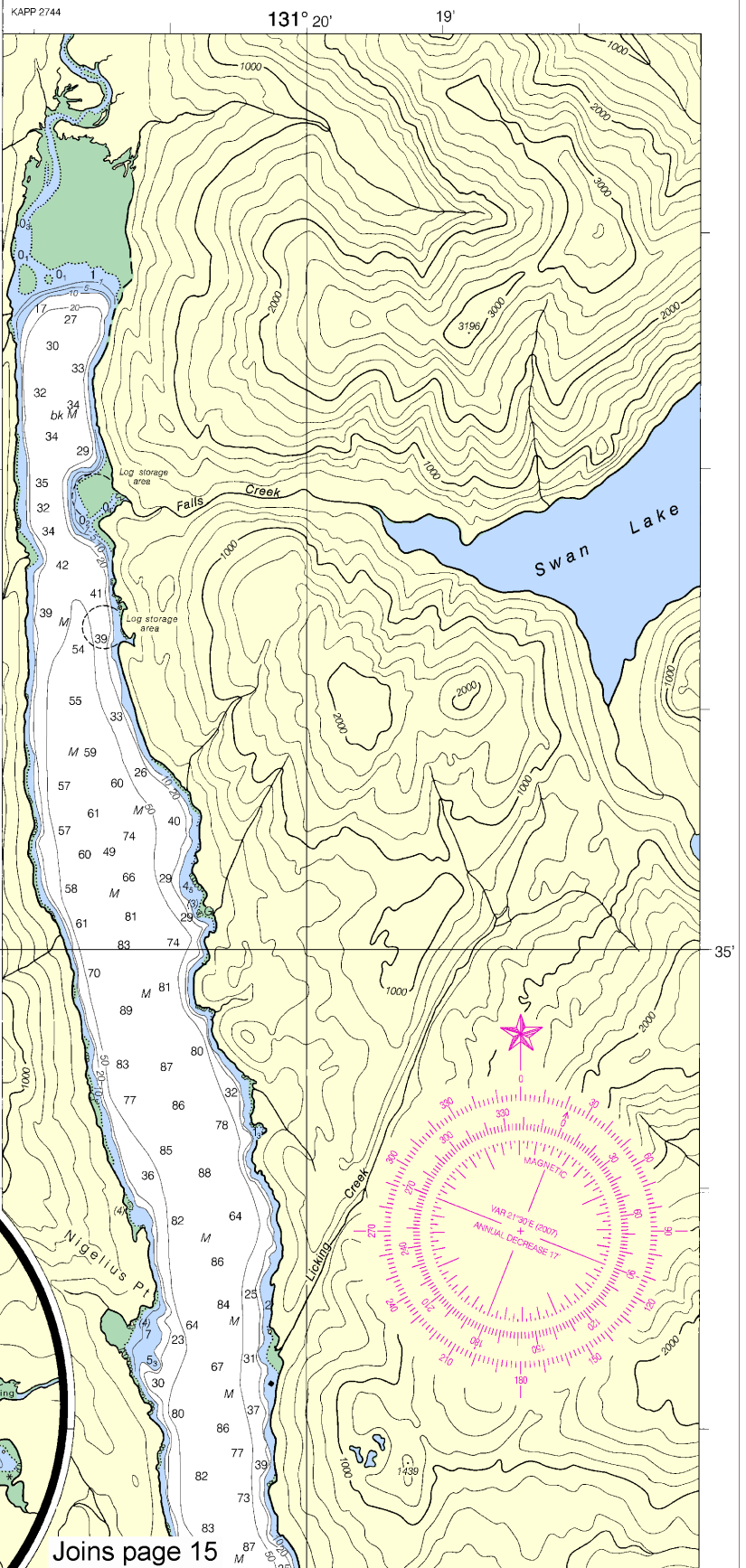
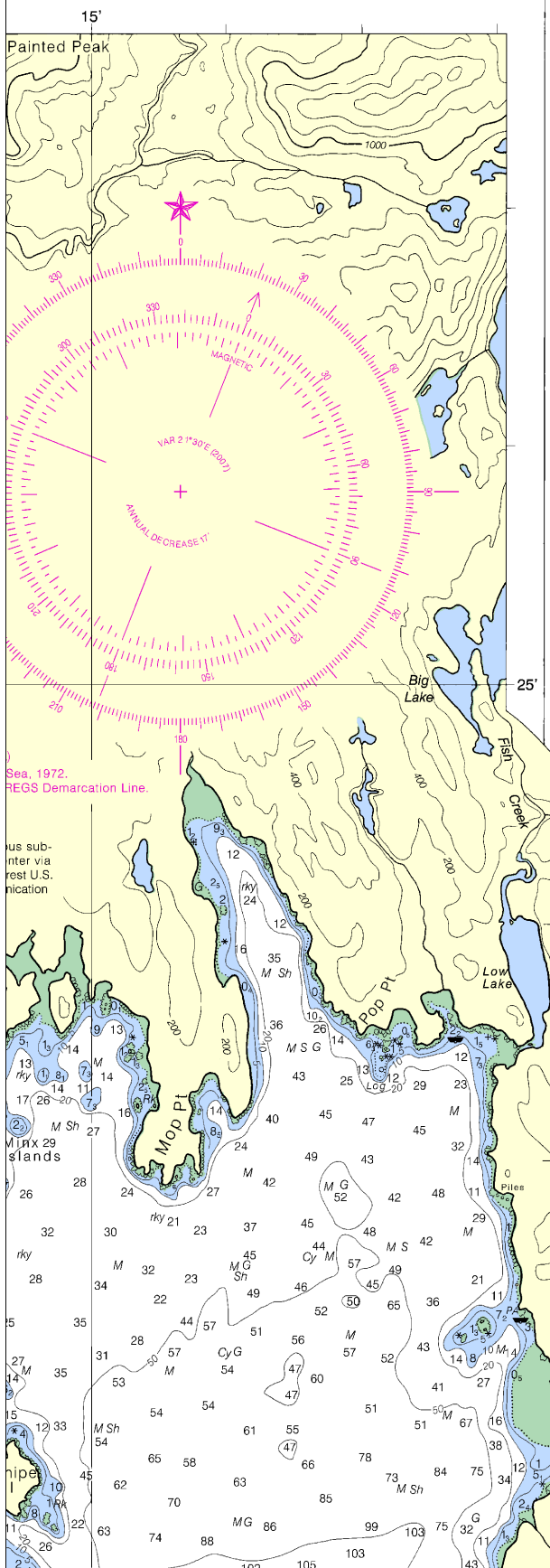
SCALE 1:40,000
Nautical Miles

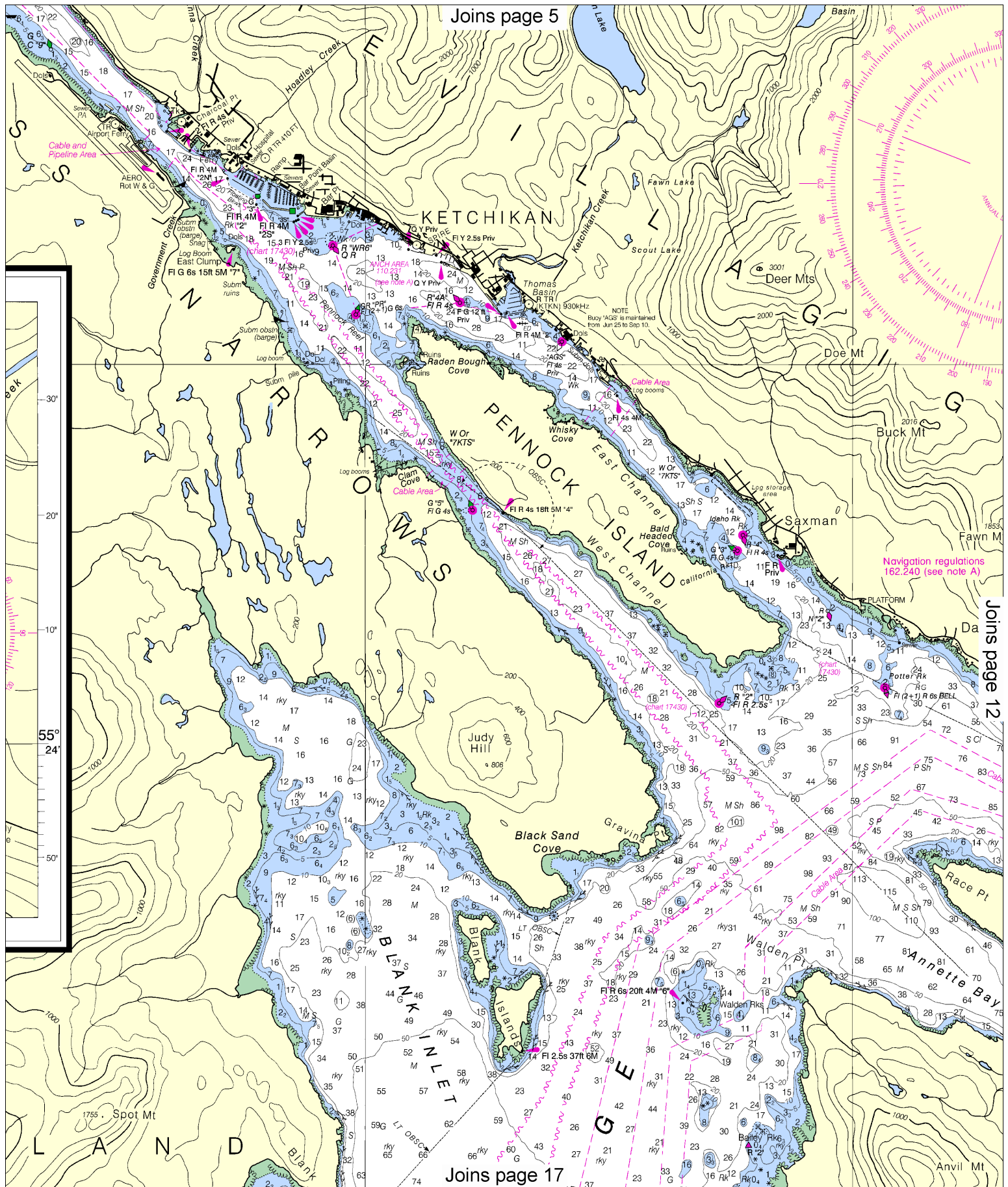
See Note on page 5.

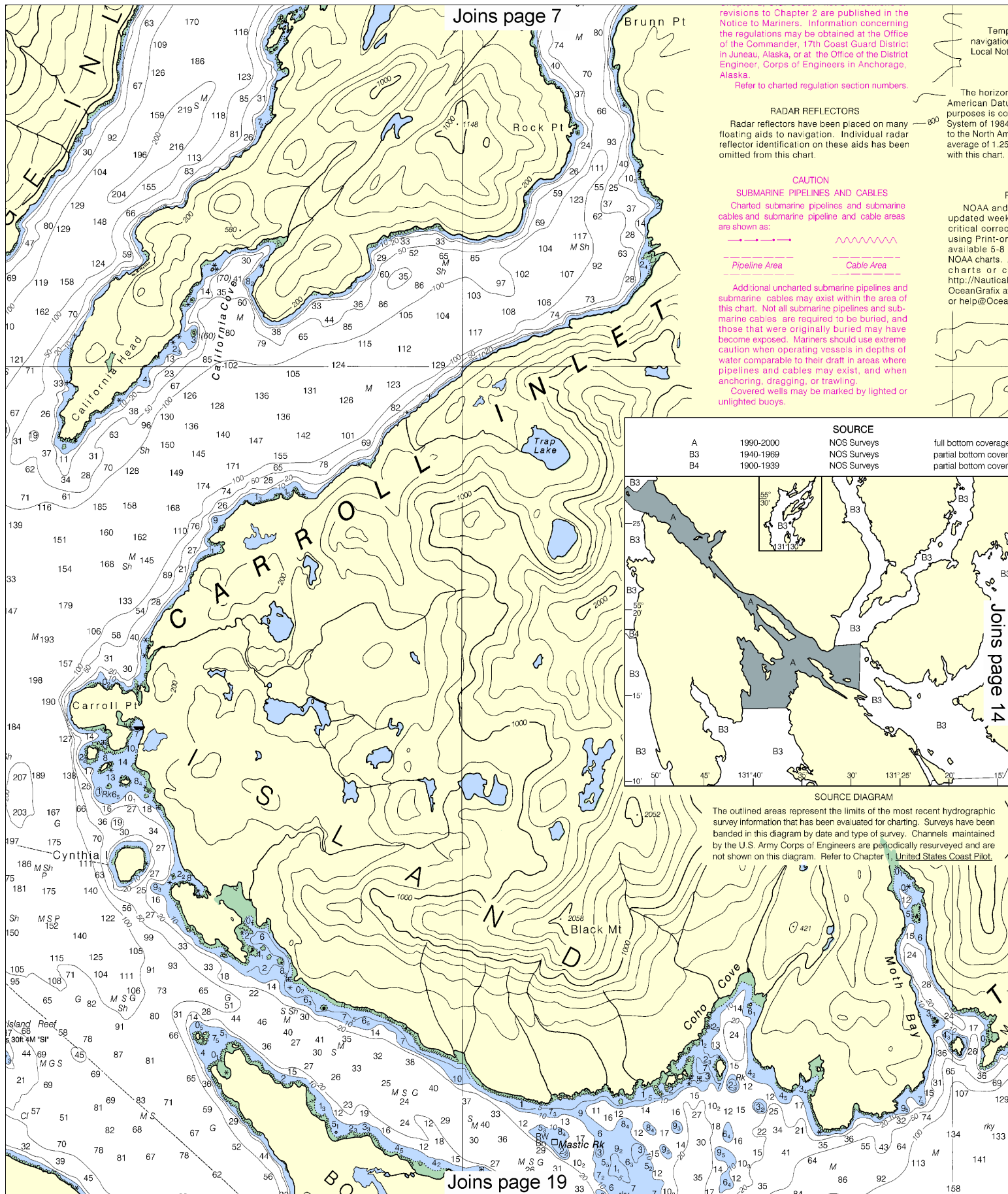
8

Note: Chart grid lines are aligned with true north.









Joins page 7

revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

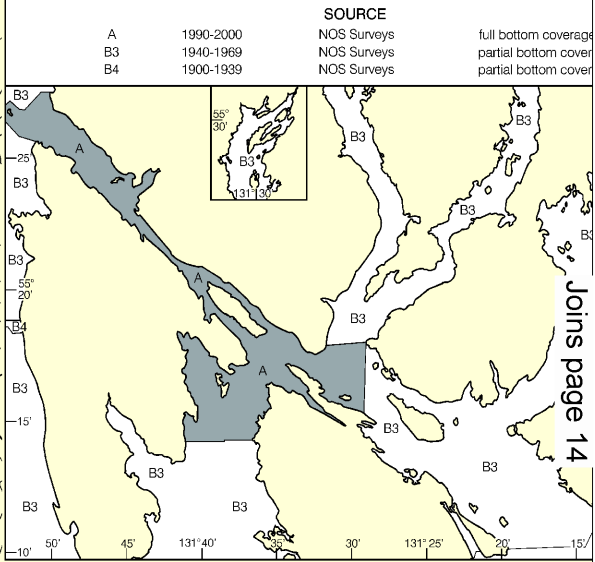
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

The horizon American Datum purposes is co System of 1984 to the North Am average of 1.25 with this chart.

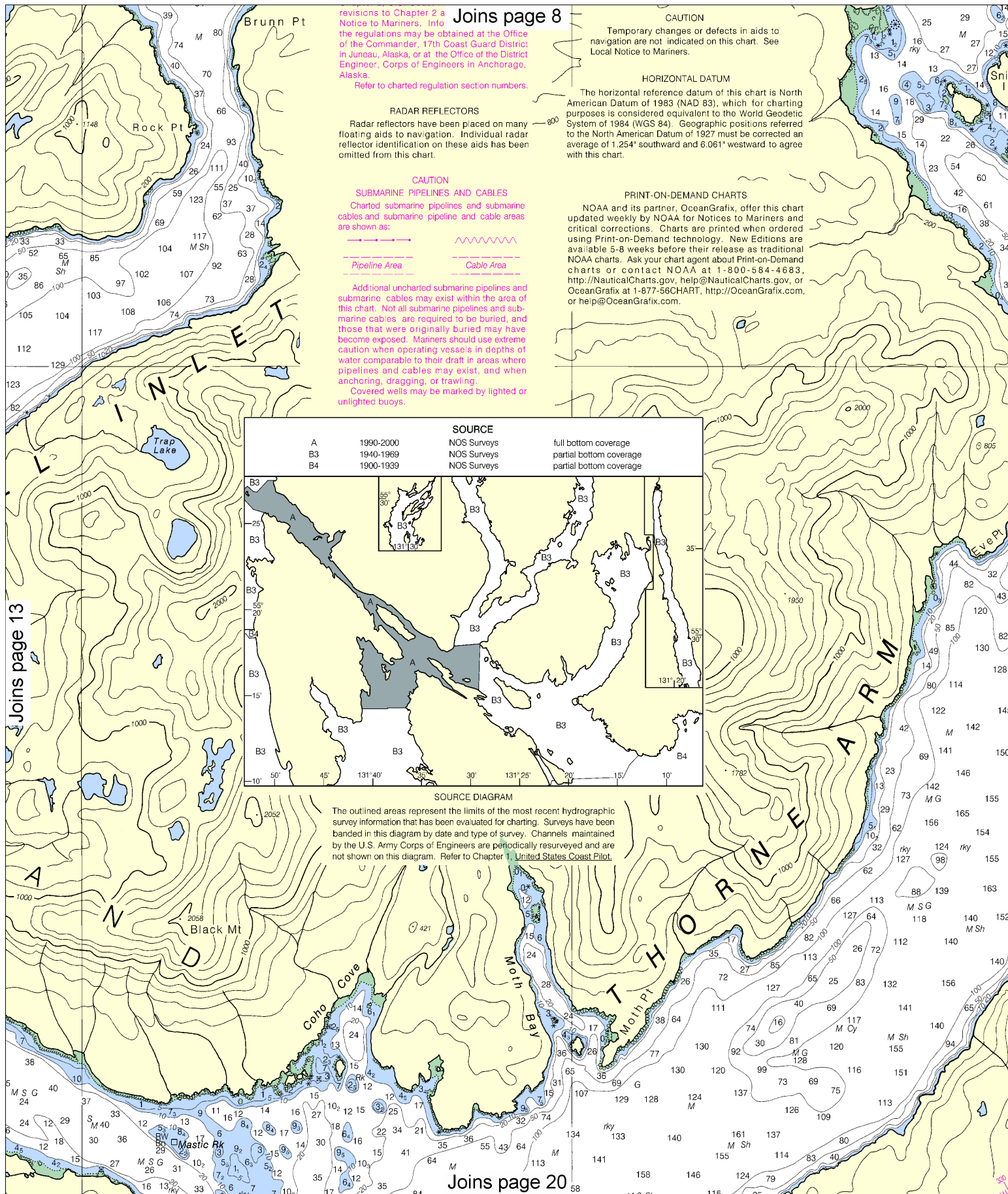
NOAA and updated week critical correct using Print-or available 5-8 NOAA charts. charts or c http://Nautical OceanGrafic a or help@Ocea



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 19



revisions to Chapter 2 a
Notice to Mariners. Info
the regulations may be obtained at the Office
of the Commander, 17th Coast Guard District
in Juneau, Alaska, or at the Office of the District
Engineer, Corps of Engineers in Anchorage,
Alaska.
Refer to charted regulation section numbers.

RADAR REFLECTORS
Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine
cables and submarine pipeline and cable areas
are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and
submarine cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine cables are required to be buried, and
those that were originally buried may have
become exposed. Mariners should use extreme
caution when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, dragging, or trawling.
Covered wells may be marked by lighted or
unlighted buoys.

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.

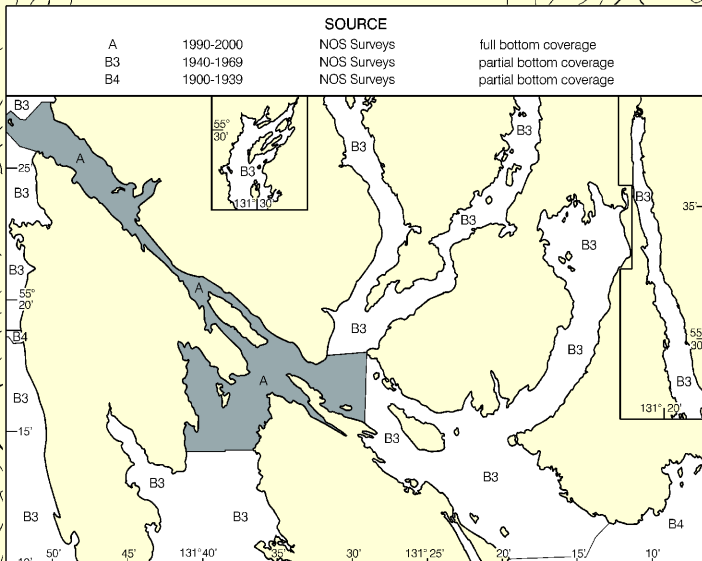
HORIZONTAL DATUM
The horizontal reference datum of this chart is North
American Datum of 1983 (NAD 83), which for charting
purposes is considered equivalent to the World Geodetic
System of 1984 (WGS 84). Geographic positions referred
to the North American Datum of 1927 must be corrected an
average of 1.254" southward and 6.061" westward to agree
with this chart.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart
updated weekly by NOAA for Notices to Mariners and
critical corrections. Charts are printed when ordered
using Print-on-Demand technology. New Editions are
available 5-8 weeks before their release as traditional
NOAA charts. Ask your chart agent about Print-on-Demand
charts or contact NOAA at 1-800-584-4683,
<http://NauticalCharts.gov>, help@NauticalCharts.gov, or
OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>,
or help@OceanGrafix.com.

Joins page 13

Joins page 8

Joins page 20



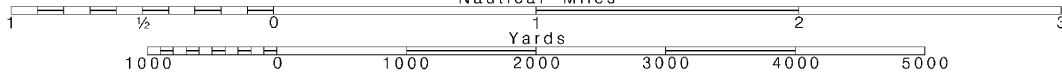
The outlined areas represent the limits of the most recent hydrographic
survey information that has been evaluated for charting. Surveys have been
banded in this diagram by date and type of survey. Channels maintained
by the U.S. Army Corps of Engineers are periodically resurveyed and are
not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

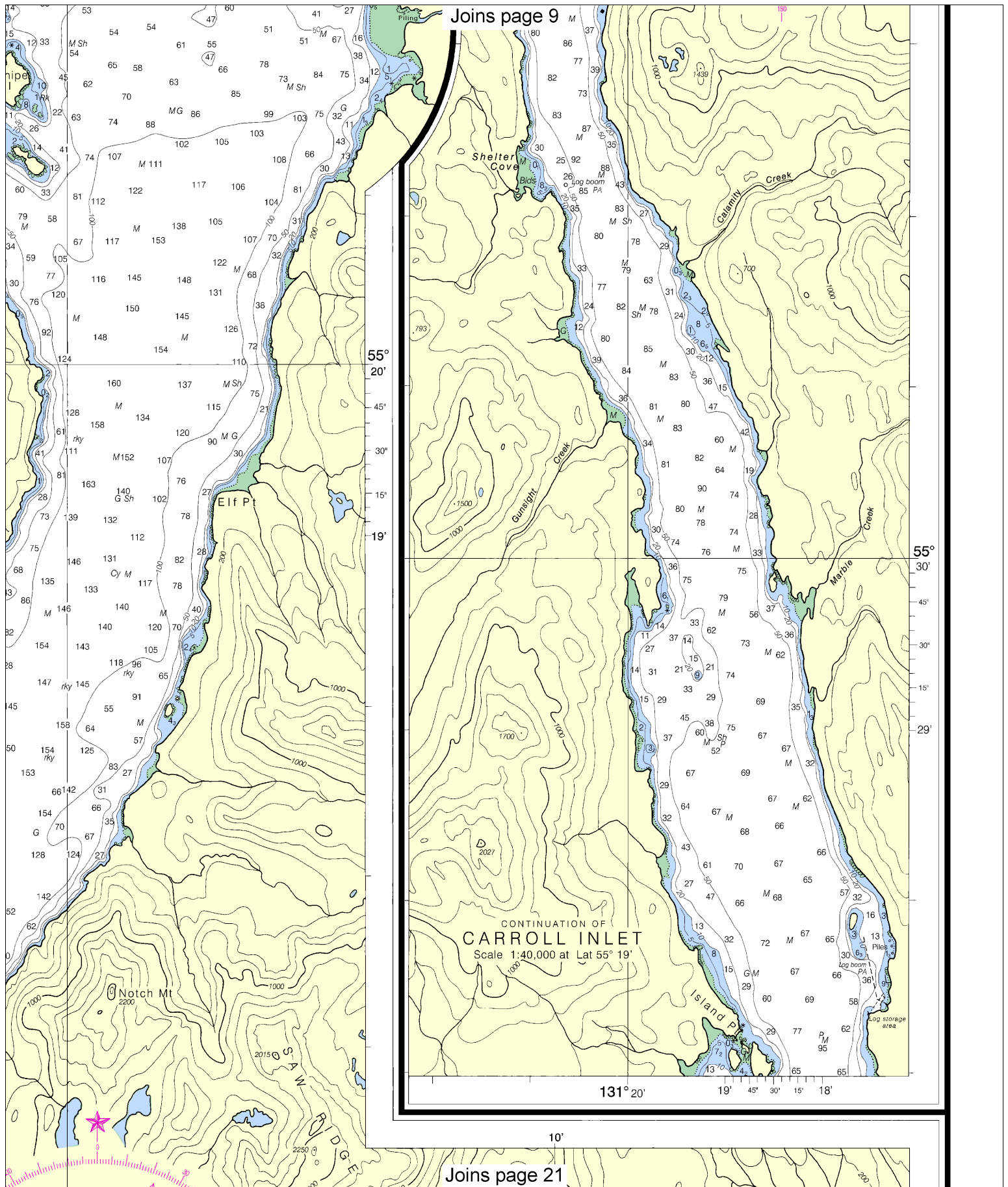
Note: Chart grid
lines are aligned
with true north.

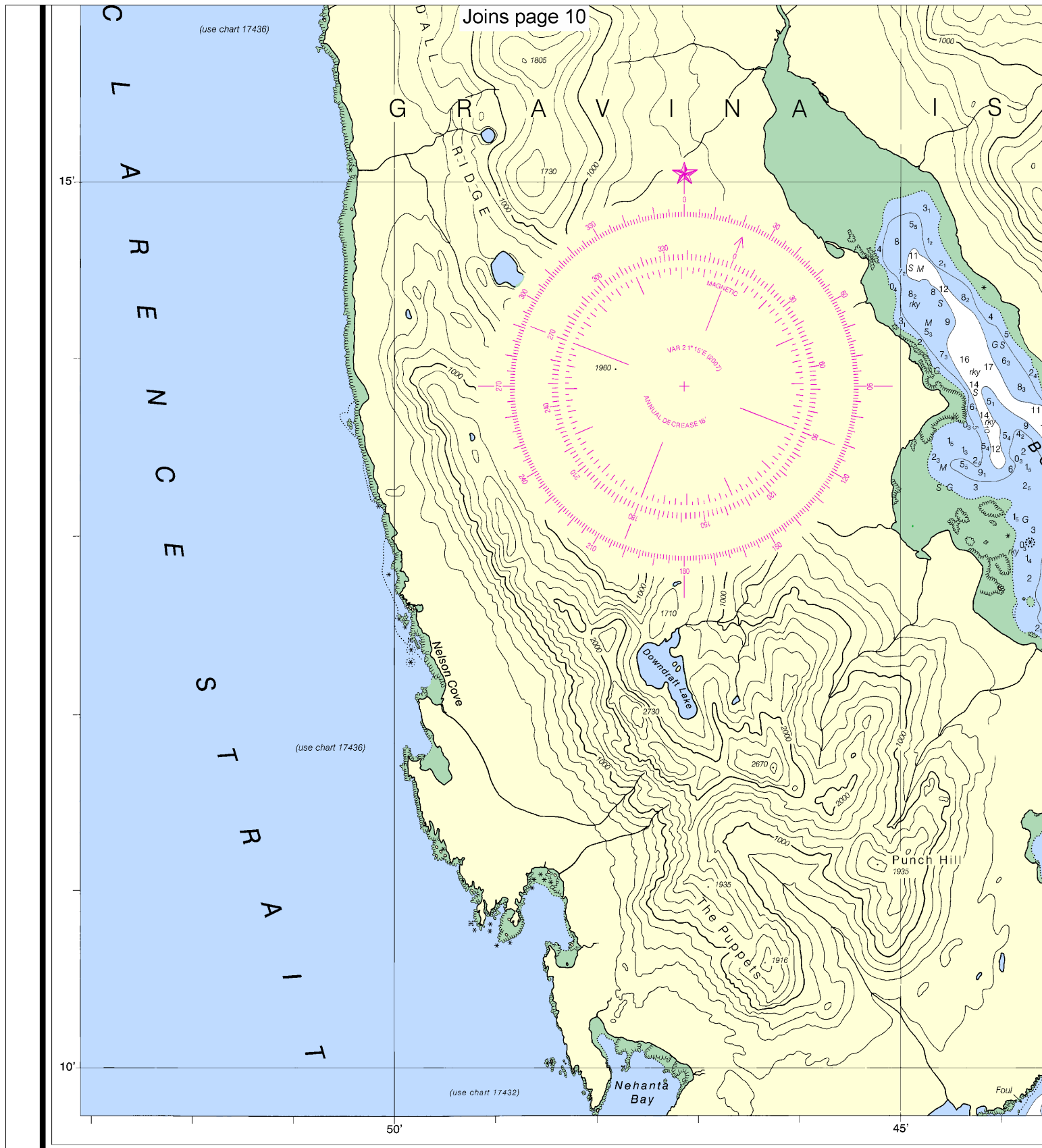
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







10th Ed., Apr. / 07 ■ Corrected through NM Apr. 21/07
Corrected through LNM Apr. 10/07

17428

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

LOC
1 2 3 4 5
To find SPEED, place one point of dividers on distance and right point on 60 and left point will then indicate speed in knots

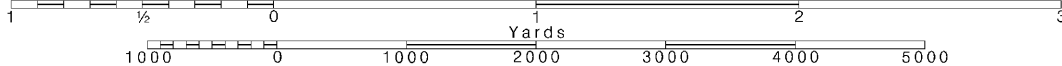
16

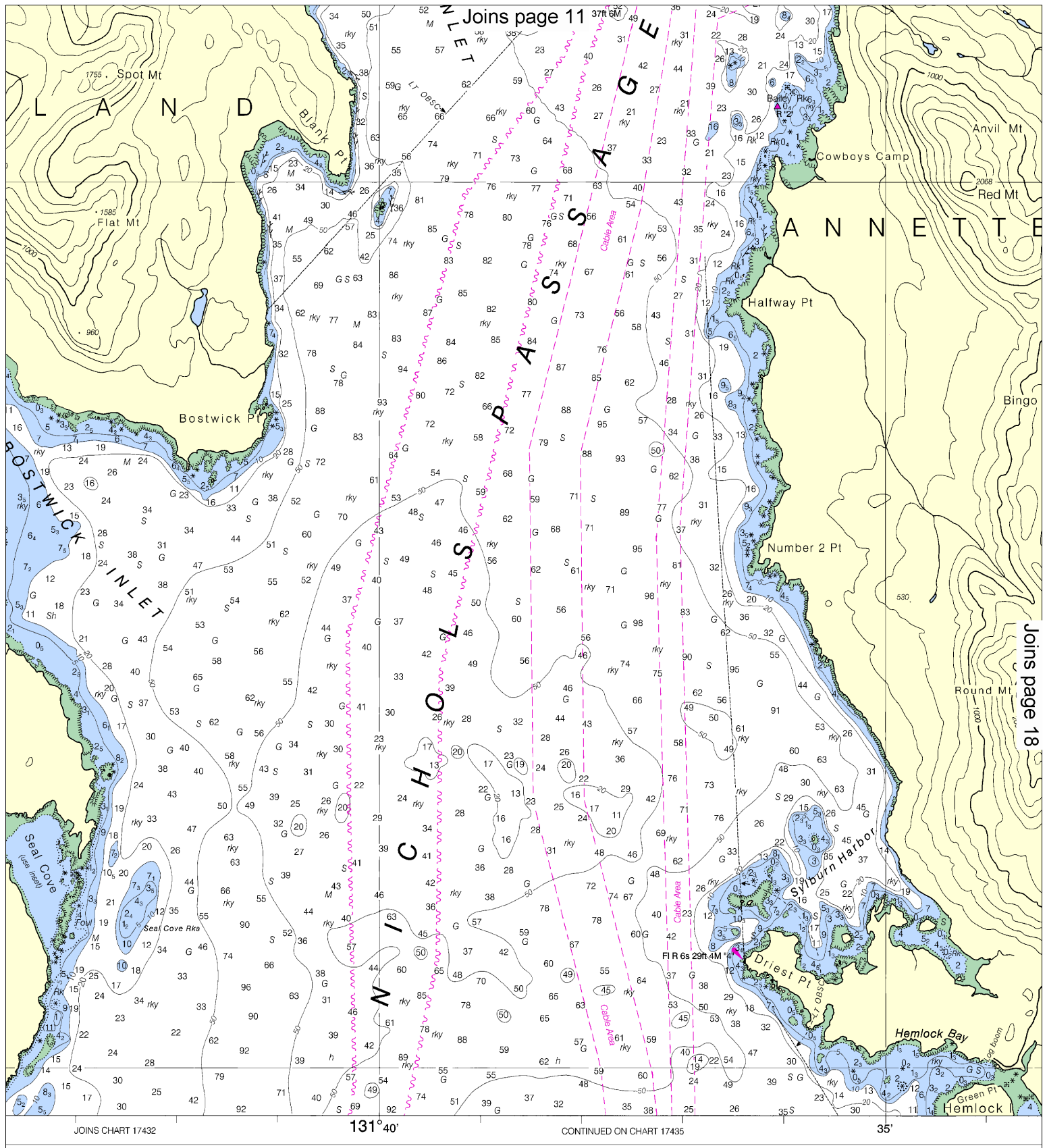
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





LOGARITHMIC SPEED SCALE

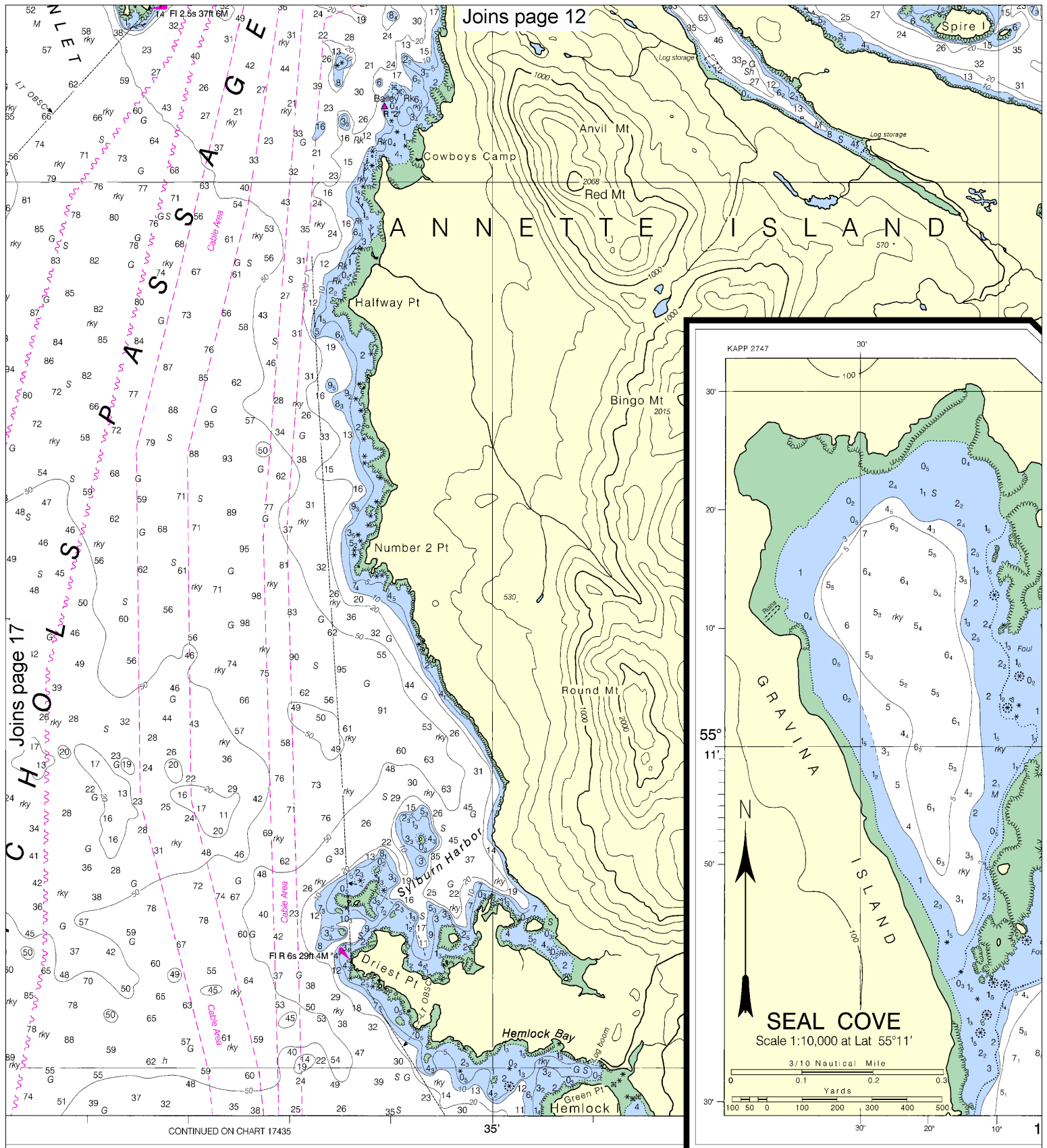
5 6 7 8 9 10 15 20 25 30 40 50 60

run (in any unit) and the other on minutes run. Without changing divider spread, place units per hour. Example: with 4.0 nautical miles run in 15 minutes, the spread is 16.0 knots

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

WA
The prudent mariner should always use a single aid to navigation in conjunction with a floating aid. See U.S. Coast Pilot



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Published at Wash
U.S. DEPARTMENT O
NATIONAL OCEANIC AND ATMOS
NATIONAL OCEA
COAST SU

18

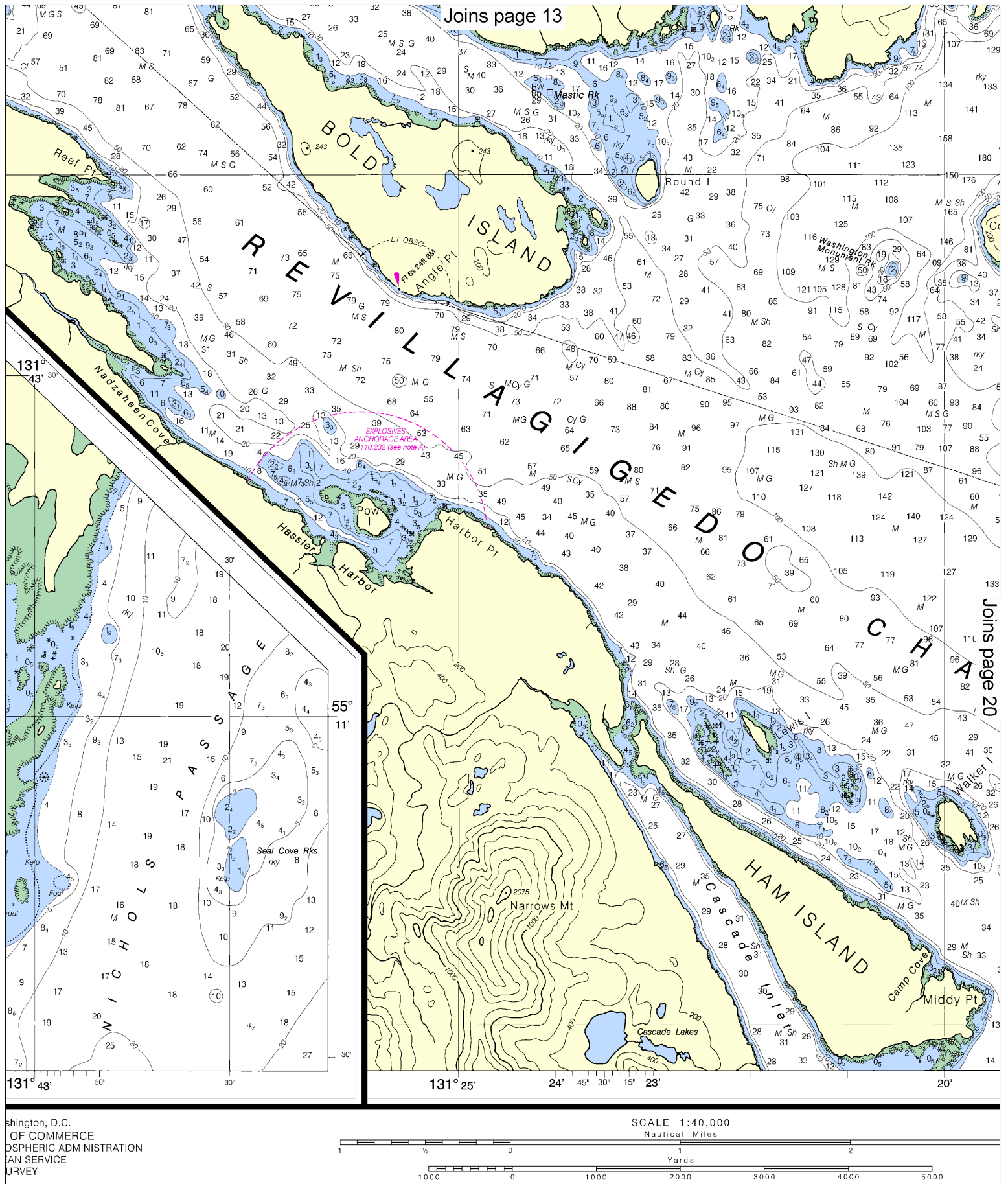
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

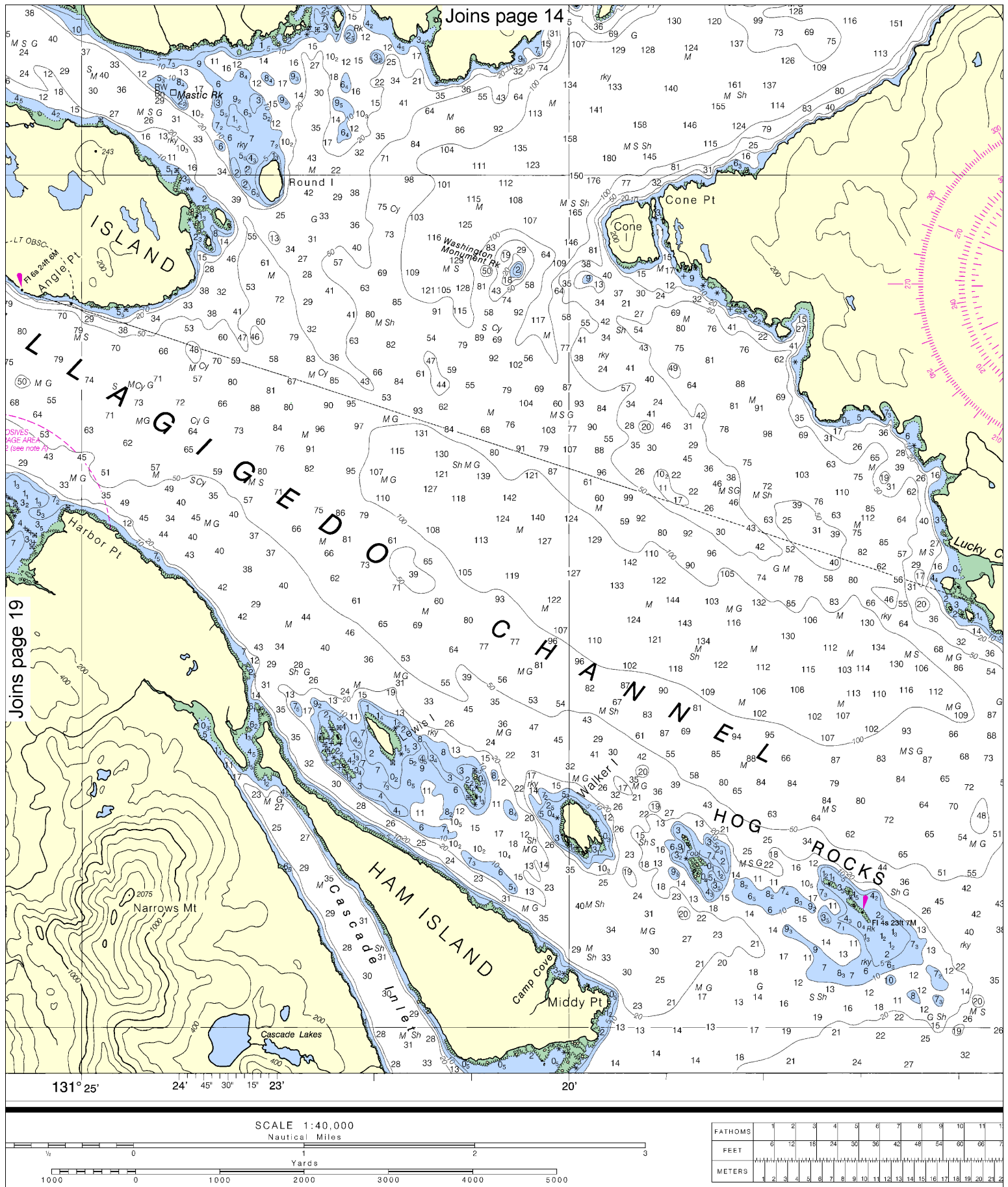
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Washington, D.C.
 DEPARTMENT OF COMMERCE
 COAST AND GEODETIC SURVEY
 NAUTICAL CHARTS
 NUMBER 19



20

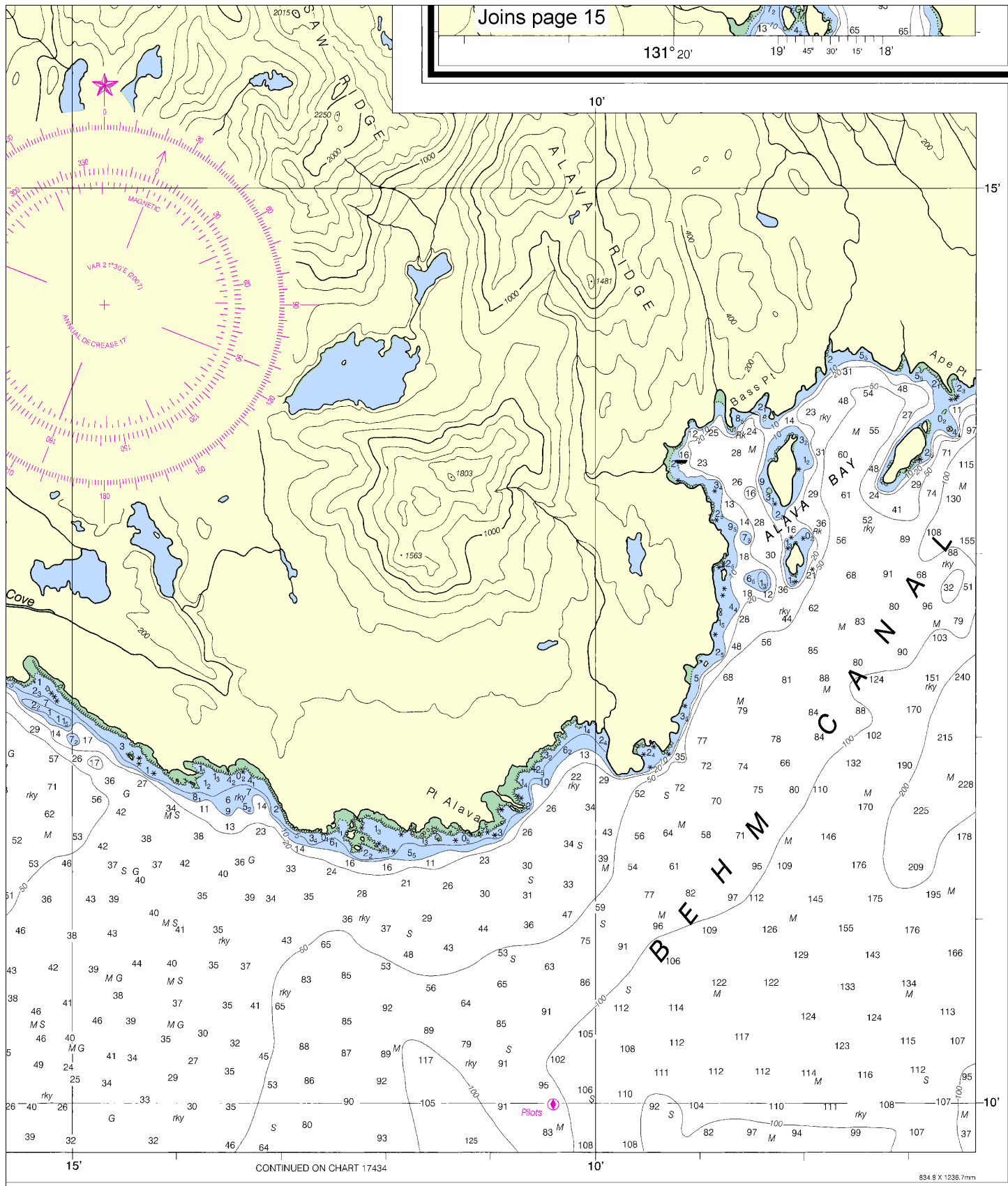
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 15

131° 20'

19' 45' 30' 15' 18'

10'

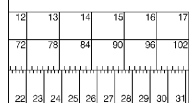
15'

CONTINUED ON CHART 17434

834 X 1236 7mm

Revillagigedo Channel, Nichols Passage and Tongass Narrows
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17428



21



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Online chart viewer	— http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker